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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/904,419	07/12/2001	Scott Kauffman	05348.00001	3560
22909 7.	590 01/12/2005		EXAMINER	
BANNER & WITCOFF, LTD. 1001 G STREET, N.W.			PREVIL, DANIEL	
WASHINGTON, DC 20001-4597			ART UNIT	PAPER NUMBER
			2636	
			DATE MAILED: 01/12/2005	

Please find below and/or attached an Office communication concerning this application or proceeding.

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	Application No.	Applicant(s)	4
Office Action Summers	09/904,419	KAUFFMAN, SCOTT	
Office Action Summary	Examiner	Art Unit	
	Daniel Previl	2636	_
The MAILING DATE of this communication a Period for Reply	ppears on the cover sheet v	vith the correspondence address	
A SHORTENED STATUTORY PERIOD FOR REP THE MAILING DATE OF THIS COMMUNICATION  - Extensions of time may be available under the provisions of 37 CFR 1 after SIX (6) MONTHS from the mailing date of this communication.  - If the period for reply specified above is less than thirty (30) days, a re - If NO period for reply is specified above, the maximum statutory perio  - Failure to reply within the set or extended period for reply will, by statu Any reply received by the Office later than three months after the mail earned patent term adjustment. See 37 CFR 1.704(b).	I.  1.136(a). In no event, however, may a  ply within the statutory minimum of th d will apply and will expire SIX (6) MO  ate, cause the application to become A	reply be timely filed irty (30) days will be considered timely. NTHS from the mailing date of this communication. BANDONED (35 U.S.C. § 133).	
Status			
1) Responsive to communication(s) filed on 27	September 2004.		
<u> </u>	nis action is non-final.		
3) Since this application is in condition for allow	ance except for formal ma	tters, prosecution as to the merits is	
closed in accordance with the practice under	Ex parte Quayle, 1935 C.	D. 11, 453 O.G. 213.	
Disposition of Claims			
4) Claim(s) 1-67 is/are pending in the application 4a) Of the above claim(s) is/are withdrest is/are allowed.  5) Claim(s) is/are allowed.  6) Claim(s) 1-67 is/are rejected.  7) Claim(s) is/are objected to.  8) Claim(s) are subject to restriction and	rawn from consideration.		
Application Papers	,		
9) The specification is objected to by the Examin	ner.		
10)☐ The drawing(s) filed on is/are: a)☐ ad	ccepted or b) objected to	by the Examiner.	
Applicant may not request that any objection to th	e drawing(s) be held in abeya	nce. See 37 CFR 1.85(a).	
Replacement drawing sheet(s) including the corre	· · · · · · · · · · · · · · · · · · ·		
Priority under 35 U.S.C. § 119	•		
12) Acknowledgment is made of a claim for foreign a) All b) Some * c) None of:  1. Certified copies of the priority document of the priority document of the certified copies of	nts have been received.  nts have been received in a  iority documents have been  au (PCT Rule 17.2(a)).	Application No n received in this National Stage	
Attachment(s)			
Notice of References Cited (PTO-892)     Notice of Draftsperson's Patent Drawing Review (PTO-948)     Information Disclosure Statement(s) (PTO-1449 or PTO/SB/06 Paper No(s)/Mail Date	Paper No	Summary (PTO-413) (s)/Mail Date Informal Patent Application (PTO-152) 	

#### **DETAILED ACTION**

Claims 1-67 are presented for examination.

## Claim Rejections - 35 USC § 102

1. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless -

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

2. Claims 1-15 are rejected under 35 U.S.C. 102(b) as being anticipated by Merton Wilcox (US 3,588,806).

Regarding claim 1, Wilcox discloses an apparatus for activating an inductance loop vehicle detector (abstract) comprising: a magnet (coil 20 in the high frequency source 2) (fig. 1, ref. 2; fig. 3, ref. 20); a mount for attaching the magnet to a vehicle at a position that will cause the magnet to activate an inductance loop vehicle detector when the vehicle moves proximal to an inductance loop of the inductance loop vehicle detector (if the arriving vehicle carries a properly tuned high frequency source 2, detector 4 or 5 will energize into a condition to cause a suitable indicator such as pilot light 18 to be on) (col. 2, lines 71-75; col. 3, lines 1-5).

Regarding claim 2, Wilcox discloses an automobile (col. 1, lines 37-44).

Regarding claims 3, 19, 36, 53, Wilcox discloses the magnet is a permanent magnet (tank coil) (abstract; col. 2, lines 45-46; col. 3, lines 71-72).

Regarding claims 8, 24, 41, 58, Wilcox discloses the magnet is an electromagnet (electromagnetic from coil 20) (col. 4, line 47).

Regarding claims 9, 25, 42, 59, Wilcox discloses magnet 20 includes a protective coating (epoxy resin) (fig. 3; col. 4, lines 17-18).

Regarding claims 10, 26, 43, 60, Wilcox discloses a conducting material (conductive metal) (col. 3, line 42).

Regarding claims 12, 28, 45, 62, Wilcox discloses the coating is a non-conductive material (epoxy resin) col. 4, lines 18-19).

Regarding claims 13, 29, 46, 63, Wilcox discloses the coating is formed from plastic or rubber (epoxy resin) (col. 4, lines 18-19).

Regarding claims 14, 31, 48, 65, Wilcox discloses the mount is selected from brackets (col. 3, lines 67-72).

Regarding claims 15, 32, 49, 66, Wilcox discloses the mount includes a member having an adhesive coating on two opposing surfaces (fig. 3; col. 3, lines 62-66; col. 4, lines 18-19).

Regarding claims 16, 33, 50, 67, Wilcox discloses the mount includes a corrugated tie (epoxy resin) (fig. 3; col. 4, lines 18-19).

Regarding claims 17, 34, 51, Wilcox discloses the mount is integrally formed with the vehicle (fig. 1).

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Regarding claim 18, Wilcox discloses the step of activating an inductance loop vehicle detector (abstract) comprising: attaching a magnet (coil 20 in the high frequency source 2) (fig. 1, ref. 2; fig. 3, ref. 20) to a vehicle at a position on the vehicle that will cause the magnet to activate an inductance loop vehicle detector when the vehicle moves proximal to an inductance loop of the inductance vehicle detector (col. 2, lines 71-75; col. 3, lines 1-5); moving the vehicle with the magnet to an inductance loop of the inductance loop vehicle detector (col. 2, lines 71-74).

Regarding claims 30, 47, 64, Wilcox discloses the magnet is attached using a mount (fig. 1, fig. 3).

Regarding claim 35, Wilcox discloses the step of manufacturing a vehicle (fig. 1); attaching a magnet to a vehicle at a position that will cause the magnet to activate an inductance loop vehicle detector when the vehicle moves proximal to an inductance loop of the inductance loop vehicle detector for purposes of activating proximal inductance loop detectors (fig. 1; fig. 3; col. 2, lines 71-75, col. 3, lines 1-5).

Regarding claim 52, Wilcox discloses a method of retrofitting a vehicle (fig. 1) comprising: attaching a magnet to a vehicle at a position on the vehicle that will cause the magnet to activate an inductance loop vehicle detector when the vehicle moves proximal to an inductance loop of the inductance loop vehicle detector (fig. 1; fig. 3; col. 2, lines 71-75; col. 3, lines 1-5).

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# Claim Rejections - 35 USC § 103

3. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

- (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.
- 4. Claims 4 are rejected under 35 U.S.C. 103(a) as being unpatentable over Merton Wilcox (US 3,588,806) in view of King (US 4,038,633).

Regarding claims 4, 20, 37, 54, Wilcox discloses all the limitations in claim 1 but fails to explicitly disclose a neodymium-iron-boron magnet.

However, King discloses a neodymium-iron-boron magnet (laminated ferromagnetic core 26) (col. 4, lines 33-34).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made incorporate the teaching of King in Wilcox. Doing so would have provided the system with the capability of detecting accurately the presence of motor vehicle for use in controlling traffic with a very low installation cost wherein users can save money for economical purposes as taught by King (col. 1, lines 13-15).

Regarding claims 11, 27, 44, 61, Wilcox discloses all the limitations in claim 9 but fails to explicitly disclose a tin, nickel or chrome.

However, King discloses tin, nickel or chrome (ferromagnetic core 26) (col. 4, lines 33-36).

Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to incorporate the teaching of king in Wilcox. Doing so would have provided the system with the capability of reducing corrosion in the harsh environment of an automobile in order to detect accurately the presence of motor vehicles for use in controlling traffic as taught by King (col. 1, lines 11-15).

5. Claims 5 are rejected under 35 U.S.C. 103(a) as being unpatentable over Wilcox (US 3,588,806).

Regarding claims 5, 21, 38, 55, Wilcox discloses all the limitations in claim 1 but fails to specify that the magnet is a grade 5 ceramic magnet. Since, Wilcox discloses a tank coil (abstract). It is well known in the art to select the magnet from a grade 5 ceramic magnet in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment. So it would have been obvious to one of ordinary skill in the art at the time the invention was made to select the magnet from a grade 5 ceramic magnet in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment.

Regarding claims 6, 22, 39, 56, the above combination discloses all the limitations in claim 1 but fails to specify that the magnet has a total flux of at least 20,000 maxwells and a maximum energy product of at least 6.5 MGO<sub>e</sub>. Since, Wilcox discloses a tank coil (abstract)). It is well known in the art for the magnet

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to have a total flux of at least 20,000 maxwells and a maximum energy product of at least 6.5 MGO<sub>e</sub> in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment. So it would have been obvious to one of ordinary skill in the art at the time the invention was made to have a total flux of at least 20,000 maxwells and a maximum energy product of at least 6.5 MGO<sub>e</sub> in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment.

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Regarding claims 7, 23, 40, 57, the above combination discloses all the limitations in claim 1 but fails to specify a residual induction of at least 3000 gauss, and a coercive force of at least 2200 oersteds. Since, Wilcox discloses a tank coil (abstract). It is well known in the art for the magnet to have a residual induction of at least 3000 gauss, and a coercive force of at least 2200 oersteds in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment. So it would have been obvious to one of ordinary skill in the art at the time the invention was made to have a residual induction of at least 3000 gauss, and a coercive force of at least 2200 oersteds in order to ensure a clean atmosphere performance that is unaffected by dust, corrosion, moisture in the environment.

## Response to Arguments

6. Applicant's arguments with respect to claims 1-67 have been considered but are most in view of the new ground(s) of rejection.

### Conclusion

7. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Lees (US 6,345,228) discloses a road vehicle sensing apparatus and signal processing apparatus therefore.

Riesenberg et al. (US 3,949,252) discloses a vehicle wheel rotation speed measuring system.

Prohaska (US 5,201,111) discloses a method of manufacturing an electric motor. Gebert et al. (US 5,396,234) discloses a validation checking in traffic monitoring equipment.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Daniel Previl whose telephone number is (571) 272-2971. The examiner can normally be reached on Monday-Thursday. The examiner can also be reached on alternate Fridays.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Jeffrey Hofsass can be reached on (571) 272-2981. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Daniel Previl Examiner

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DP

December 28, 2004.